



U. S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

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Des Plaines, Illinois 60018

POLICY AND PROCEDURES MEMORANDUM - AIRPORTS DIVISION

NUMBER: 5050.1
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DATE: AUG 11 1998

SUBJECT: FAA Involvement in Processing Environmental Documents for Airport Development or Related Works not involving Airport Improvement Program Funds or Passenger Facility Charge Financing

CANCELLATION: October 1, 1999 (unless subsequently modified)

REFERENCE: 1. FAA Order 5050.4A, Airport Environmental Handbook

1. Background.

FAA has been involved in environmental considerations of airport development since the late 1960's. Legislation has and continues to emphasize the importance of adequately addressing project environmental consequences. An example of a recent statute is The Clean Air Act.

We must be sensitive that airport development is conducted in a manner consistent with legislation, and that the project documents should reflect our actions. It is also important that public resources be applied with good stewardship and not be duplicative of the actions of others nor be preemptive of their role.

As such, drawing the line between what we should or should not do will be a continual challenge. This memorandum is for general guidance and will not work in every case. It should be used as a starting point for our resource dedication for environmental involvement.

Distribution: AGL-601/602/603/610/620; ADOs
Originated by: AGL-610 and ADO-Detroit
All State Aviation Directors (for information through
The ADOs)

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2. Airspace

FAA is charged with the management of the nation's airspace resource. This airspace management duty places FAA in a role of ensuring the environment is addressed for most development projects on an airport. However, experience over the past thirty years indicates the environmental impacts of many development projects are minimal. Many impacts are local in nature, and environmental concerns are within the scope of local or state agencies. Key considerations as to whether or not the Airports Division should be environmentally involved include, but not limited, to:

- a. federal funding or Passenger Facility Charge financing is likely to be a part of the project;
- b. the depth of federal involvement in project planning;
- c. the necessity of a federal action for the project.

The magnitude of all of the above should be considered in decision-making regarding the application of our resources.

3. Project Financing

If Passenger Facility Charges or Airport Improvement Program funding is likely or a possible financing source, FAA will be involved in ensuring that the environment is addressed. There is considerable guidance elsewhere covering Federal involvement in the environmental process.

4. Project Planning and Federal Actions

All airport development has some degree of federal involvement in the planning process, and through airspace management, a federal action may be necessary. However, in a number of cases the federal involvement is advisory in nature and not one requiring "approval" .

For example, some projects not involving federal funds may be examined at the federal level solely for their height and location with respect to the airfield and advice provided regarding their impact on airport operations. In some cases, adjusting aircraft operations thus letting the project proceed with no adverse effect on safety or efficiency may mitigate the impact(s). The state and local permitting process normally addresses all other project considerations, including the environment.

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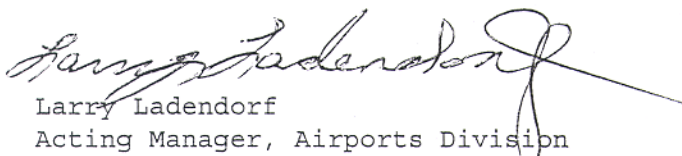
The ADOs should make decisions regarding their role in the project environmental processing on a case-by-case basis. Generally, we will assume the primary role in cases that include:

- a. airfield or airside development;
- b. new airport planning; or
- c. airport landslide development that directly relates to airfield operations.

If not specifically categorically excluded, we will, if possible, defer to and accept the state and local permitting process as ensuring that the project environmental concerns are addressed. Depending on the nature of the development (particularly on existing airports), the state and local permitting requirements may include:

- a. determinations with respect to impacts on surrounding roads and highways;
- b. air or water quality conformity determinations which include state, local, or other federal agency standards;
- c. utility project work;
- d. drainage projects (other than from a safety standpoint)

The FAA's acceptance of the permitting process of others does not relieve the airport owner or other developer(s) from the requirements of federal, state or local legislation or regulation. Rather, it is intended to recognize the role of others and avoid federal duplication of resource investments.


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